

# One More Mile Riders

Information Bulletin

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2004

Riding is a way of Thinking @ [www.ommriders.org](http://www.ommriders.org)

View from the Cockpit

## Cards for the New Year

Paolo Volpara © December 2004



There is always a clever, organized and precise friend that on the first week of December sends you a "happy New Year" card: it makes you feel guilty and immediately you decide that *"this year I will take care of cards and gift well in advance"*. This resolution stays with you till the last week of the year when, in hurry, you decide to send a "global e-mail" and to waste money in useless gifts bought in a "fast one afternoon".

This year I suggest to all of my readers to send meaningful cards: do not buy pre-fabricated illustrations of Father Christmas flying over Istanbul or reproduction of Byzantine painting.

Do not waste paper and kill trees: send specific requests for the New Year.

Tell to all your friends what you would like to happen in

2005.

For example: to your wife (or girlfriends) send a picture of your bike with *"Wishing for more time on the saddle with you"* note.

I, for once, would like to propose a small number of cards.

**Wind in your soul not in your hair** card dedicated to all those bikers riding with no helmet or with "novelty helmets" designed for Carnival parties. Freedom is quite a useless benefit if you are lying in coma and the quality of helmet one is wearing reflects the quality of brain. For real wind in total freedom try Bungle Jumping without bungle: it is faster.

**I'll take good care of you** card sent to your bike (male or female) with a firm resolution to cover more miles in 2005 without leaving the motorcycle in the garage (or even worst on the street) during cold, wet, foggy, busy time. In the New Year discover once more the Ten Reason for Biking written by "Ride to Work" and listed at [OMM Read](#) and Ride. If you are using two wheels (without engine) you can also look at <http://www.sfbike.org/?top10>

**"Fatti non pugnette"** card taken from Valentino Rossi [strange web site](#) this quite vulgar title can be more easily translated into "facts not bullshit". (One OMM T-Shirt delivered everywhere free to the first rider who can send me outside of Italy the literal translation of the site name) This card should be sent to all your friends' fanatic readers of bike tests in qualified and non qualified motorcycle magazines. Yes, you know, the ones who tell you straight that at 200K per hours with full luggage system on the new BMW 1200 GS tends to shake the front ... marginally" or the ones that talk of "top heavy, revs hole, critical mapping, upsurges etc." just because they read it on the last issue of the last magazine they read instead of riding. Same card can also be sent to fans of Max Biaggi, Sete Gibernau, Carlos Checa and similar heroes of the 2005 seasons (see them all at [motogp.tiscali.com/en](http://motogp.tiscali.com/en))

This is a multi purpose card and we suggest sending it as well to the self proclaimed bike advisor. How it is that, if an experience rider crashes it has to go down to experience while when a young rider crashes the "self-proclaimed experts" start a long list of suggestions such

as changing bike and engine size, find a more suitable bikes, stop riding etc. etc. Crashes (not accidents because nothing happens by accident) are the results of surpassing the personal limits (and this stupidity is common to Unconscious Incompetent, Conscious Incompetent, Conscious Competent, Unconscious Competent Bikers) or the results of changes in the situation that could not have been forecasted. In this case surviving can be considered a good result. In both cases there is no "bike" responsibility, just rider's attitude. After a crash do not listen to experts, evaluate what happened and take lesson for the future continuously training yourself and your bike.

**"It is the biker not the bike"** Card goes to the friends changing every two/three months bike and exalting the virtues of the last purchase as "the ultimate, the best, the only one you need.." just to change opinion in few months. Get to know your bike, live with it and try to train the motorcycle to do what you would like to be done. It is all on the right hand.

**"Think Bikers... Think Safety"** Card to the Turkish Motorcycle Federation that recently announced that TMF *"continues its attempts for the New Traffic Law in compliance with the European laws"*. The TMF indomitable efforts suggested to the Turkish authorities to increase the speed limit for bikes, to extend the revision time for bikes to three (for new bikes) and two years (for all others), to make 50-cc mopeds available without any driving license (good for young people in need of learning), to make bike under 125 drivable by holders of car driving license (after all bike and cars are so similar in riding techniques). I hope the next initiative (in line with north European communities) will be the abolishing of drink and drive penalties, the opening of 50cc unrestricted moped to 10 years old kids and, of course, reducing fee on the Bosphorus Bridge

**"Biking is not all"** Card to be sent to me, Paolo Volpara, sitting at the computer in a glorious sunny afternoon of December feeling guilty because the Bulletin is late, feeling guilty because I am not out on the road, feeling guilty because I should service the Husaberg (it always need service) ... when, after all biking is not so important and life goes on without two wheels all the time. Measure on passions is a good virtue. Bring some madness

## Planning Ahead

The 2005 OMM Calendar of activities: first presentation  
The Mad Run 2005

**The 2005 OMM Year Calendar has been approved and it is presented here. In 2004 we managed to complete 95% of the program and we hope that we will be able to do the same in the incoming year. We will conduct three full session of OMM – ARA workshops (Control, Theory and Road), we introduced RoadCraft Rides for OMM Riders and Members of the ARA Community and we already have several participations for the "Four Corners" Rally. For more information visit the [OMM web site](#)**

**It is called Mad Run because only "Mads" can take the bike on the first day of the year after a night of partying. With average temperatures between 9°C and 3°C degrees and a short day (7:30 AM sunrise - 4:46 PM sundown) the OMM Mad Run is on the seventh year and it is becoming a traditional way to celebrate the opening of a new period of fun and joy. An ancient legend tells that what you do on the first day of the year, you'll do it all year**



around. And if you want to ride and ride One More Mile in 2005 you should join us in this celebratory ride. As usual this will be an easy-half-day out conducted in "all weather". In the past we had good, very good and very bad days and we hope that, as in 2004, the first day of next year will be sunny and mild. But, remember, there is no bad weather... only bad clothing. So, join us with sun or rain...or snow.

The route and the final destination will be communicated on the web ([www.ommriders.com](http://www.ommriders.com)) and sent with the final invitation to all pilots reserving the ride not later than December 20. We are looking for a good ride and a good restaurant/café at the end of the road. We also plan to leave at 10:00 in the morning of January 1st and be back in Istanbul not later than 15:00. We sincerely hope to see you, your friends, your group or club in this celebration of love for motorcycling. Contact [Engin Serozan](#) or [Alp Berker](#) for reservations and details.

### The OMM Activities in October

CBT Training System in Turkey  
 OMM Founders Gold Dinner  
 OMM New Members Meeting

Date	Reference	Location	Time	Subject
1-Jan-05	OMM 2005 Mad Ride	Istanbul/Ankara TBD	10:00 to 15:00	All Teams Ride and invitation to Biking Community
8-Jan-04	OMM - ARA Tuition Workshop	Turkish M. Federation	09:00 -16:00	Presentation Techniques for ARA Theory
23-Jan-05	OMM - ARA Tuition Workshop	Autodrom	09:00 -16:00	Training the Road Observers Workshops
29-Jan-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	Observed Ride open to OMM ARA members
12-Feb-05	OMM - ARA Theory Course 1st Part	Park Orman Istanbul	10:00 to 16:00	Mental attitude and RoadCraft System 1
19-Feb-05	OMM - ARA Theory Course 2nd Part	Park Orman Istanbul	10:00 to 16:00	RoadCraft System 2 and City Biking
13-Feb-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	Observed Ride open to OMM ARA members
7-Mar-05	OMM Anniversary	Istanbul	19:30 to 23:00	Dinner all OMM Members (and Gold)
19-Mar-05	OMM - ARA Control/Flex Class 1/05	Autodrom	08:30 to 17:30	Open to all Riders
20-Mar-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	Observed Ride open to OMM ARA members
15-Apr-05	OMM - ARA Road Class 21	New Itinerary	Full Day	Theory
16-Apr-05	OMM - ARA Road Class 21	New Itinerary	Full Day	Observed Rides
17-Apr-05	OMM - ARA Road Class 21	New Itinerary	Full Day	Observed Rides & Qualification
19-Apr-05	IAM test	Road	Two Hours	ARA invitation only
20-Apr-05	IAM test	Road	Two Hours	ARA invitation only
21-Apr-05	IAM test	Road	Two Hours	ARA invitation only
22-Apr-05	OMM -ARA Circuit	Korfez Pist	08:30 to 17:30	ARA invitation only
23-Apr-05	OMM -ARA Circuit	Autodrom	08:30 to 17:30	ARA invitation only
24-Apr-05	OMM IAM and ADAC Trainers weeks	Autodrom	Full Day	Training the Trainers Workshops
25-Apr-05	OMM IAM and ADAC Trainers weeks	Autodrom	Full Day	Training the Trainers Workshops
26-Apr-05	OMM IAM and ADAC Trainers weeks	Autodrom	Full Day	Training the Trainers Workshops
27-Apr-05	OMM IAM and ADAC Trainers weeks	Autodrom	Full Day	Training the Trainers Workshops

28-Apr-05	OMM IAM and ADAC Trainers weeks	Autodrom	Full Day	Training the Trainers Workshops
30-Apr-05	OMM - ARA - IAM Assembly and Social Day	Istanbul	10:00 to 14:00	Meeting for Candidate OMM members
7-May-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	Observed Ride open to OMM ARA members
13-May-05	OMM - ARA Master	Black Sea Area	Full Day	ARA Members from Silver up
14-May-05	OMM - ARA Master	Black Sea Area	Full Day	ARA Members from Silver up
15-May-05	OMM - ARA Master	Black Sea Area	Full Day	ARA Members from Silver up
11-Jun-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	Observed Ride open to OMM ARA members
1-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
2-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
3-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
4-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
5-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
6-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
7-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
8-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
9-Jul-05	OMM Four Corners of Turkey	Istanbul to Istanbul	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
16-Jul-05	OMM - ARA Control/Flex Class 2/05	Autodrom	08:30 to 17:30	Open to all Riders
18-Jul-05	IAM test	Road	Two Hours	ARA invitation only
19-Jul-05	IAM test	Road	Two Hours	ARA invitation only
20-Jul-05	IAM test	Road	Two Hours	ARA invitation only
22-Jul-05	OMM - ARA Road Class 22	New Itinerary	Full Day	Theory
23-Jul-05	OMM - ARA Road Class 22	New Itinerary	Full Day	Observed Rides
24-Jul-05	OMM - ARA Road Class 22	New Itinerary	Full Day	Observed Rides & Qualification
22-Jul-05	Centopassi Toros	Antalya to Antalya	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
23-Jul-05	Centopassi Toros	Antalya to Antalya	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
24-Jul-05	Centopassi Toros	Antalya to Antalya	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
25-Jul-05	Centopassi Toros	Antalya to Antalya	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
26-Jul-05	Centopassi Toros	Antalya to Antalya	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
27-Jul-05	Centopassi Toros	Antalya to Antalya	Full Day	Discovery Rides of Turkey (OMM - ARA Members)
11-Sep-05	IAM test	Road	Two Hours	ARA invitation only
12-Sep-05	IAM test	Road	Two Hours	ARA invitation only
13-Sep-05	IAM test	Road	Two Hours	ARA invitation only
15-Sep-05	OMM - ARA Control/Flex Class 3/05	Autodrom	08:30 to 17:30	Open to all Riders
16-Sep-05	OMM - ARA Road Class 23	New Itinerary	Full Day	Theory
17-Sep-05	OMM - ARA Road Class 23	New Itinerary	Full Day	Observed Rides
18-Sep-05	OMM - ARA Road Class 23	New Itinerary	Full Day	Observed Rides & Qualification
1-Oct-05	OMM - ARA Circuit or Off Road	To be defined	To be defined	To be defined
2-Oct-05	OMM - ARA Circuit or Off Road	To be defined	To be defined	To be defined

15-Oct-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	Observed Ride open to OMM ARA members
12-Nov-05	OMM Master and Rally 2005	Sapanca Lake	Full Day	Open to all Riders
13-Nov-05	OMM Master and Rally 2006	Sapanca Lake	Full Day	Open to all Riders
4-Dec-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	Observed Ride open to OMM ARA members
17-Dec-05	OMM - ARA - IAM Assembly and Social Day	Istanbul	10:00 to 14:00	Meeting for Candidate OMM members

Monday 22nd took me seven hours to cover 55 K from Durusu to the second Bridge: the weather was foul with snow and ice on the ground and the well known road maintenance service of Istanbul municipality were at the best in low efficiency. 100 meters of iced motorway created a 45 k stationary cue. A perfect day for staying home – I was thinking while trying to negotiate the tragedy.



**But four OMM riders did not stay home, did not take the car... on bike they moved from Home to Autodrom to testify once more the Group dedication to competent riding, to the sharing of knowledge, to a progressive role in the local biking community. Fuat Domanic, Rahmi Barutcu, Memo Ucer (new member) and Kutsu Koray (candidate Member) spent three days on the circuit to prepare for the CBT (Compulsory Basic Training) Trainer Examination.**

OMM, with the help of Jon Taylor, in cooperation with MotorEast and with the logistical support offered by Ikbal got in contact with Norman Leader director of Training School in UK. Norman (in the picture) accepted to come to Istanbul for five days to prepare riders and test them.

The objective was to complete the OMM Curriculum for training having Turkish pilot qualified for teaching would-be-riders preparing for the License Test. CBT is the most comprehensive training program for beginners and, having observed the work for two days is an intelligence and proved constructions of little steps capable of bringing a student from zero to an acceptable level of competence on bike. It was hard work but I am pleased to inform you that all four riders passed the final test yesterday and they now hold a provisional license for beginners training. Norman will return to Turkey within six months to transform the temporary one into a permanent: meanwhile we are now able to offer a competent and systematic tuition to all friends who want to approach biking. The examination was not easy but the dedication, passion and intelligence applied was exemplary. In the spirit of OMM.

**The Spirit of OMM started to flourish in Istanbul almost eight years ago with a small group of pilots getting together on Sundays for a ride. Some of the OMM Founders and old/new members met on December 10 for a Gold Dinner.** A good opportunity to exchange stories and to plan for future rides. **Sinan Sezer, Selim Karadag, Kerem Unal, Ertugrul Bitlis, Cemil Turker and Eren Tor** have been nominated Gold Honorary Members of OMM. As all



good legends, the origins of OMM are now shrouded in mist and memories add or subtract episodes, riders and events: many riders claim to be among the Founders but, for the ones of you interested on the past we keep good records of OMM history at [www.ommriders.com/meet\\_omm/omm\\_history.htm](http://www.ommriders.com/meet_omm/omm_history.htm) and we update the book every year. The pictures shows the Six Riders that push me to open an One More Mile Bikers Cub in Turkey while posing on the Yalova - Topcular Ferry. The sixth missing is obviously the one who took

the picture, Cemil Turker. From Left Top: **Sinan Sezer, Feza Haznedar, Levent Baki, Kerem Unal and myself Paolo Volpara.**

Since the small beginning, "One More Mile" summarizes the belief that the Ride is as important as the Destination: the Group works to improve riding Safety, to promote advanced Training and to discover new and old itineraries on two wheels. From 2002, the group has been officially recognized as "Dernek" or "Association" by the Turkish Law. This legal status does not modify the principles we always used for extending the reach of the Group. Most of all OMM activities have been and always will be open to all Riders as individuals or as members of the different clubs operating in Turkey and abroad. One does not need to be a legal member of the OMM association to join OMM courses or events. The Association membership is a further and important step in servicing the biking community: the OMM members not only ride (and ride well) but also dedicate time and resources to promote biking in Turkey and to help bikers in our Country. **In December, after a period of six months, we opened once more the door to new Members and Apo, Bulent, Emre organized a meeting on the 4<sup>th</sup> at the Harley Café to welcome new candidates.** The session was well attended with more than 15 riders being introduced to the principle and operations of the Group. We will report on new members in January 2005. If you want to join you should contact [Apo.](#)

**Ron Ayres was with us, invited by OMM and MotorEast, for a presentation of his Ayres Adventures Tours. On Saturday November 20, Ron met with a group of 50 Riders at Harley Café and he talked of his Iron Butt Record Rides and presented an appealing filmed reportage of tours in Latin America.** Ayres Adventures Europe will also offer from 2005 Tours with departure or arrival in Turkey covering Greece and Italy. For information visit [Ayres Adventures web site](#) or contact [Ikbal Erenyol Volpara.](#)

## Right to Ride

European motorcycle manufacturers unveil safety plan

**European motorcycle manufacturers unveil safety plan**  
**ACEM, (Association of Constructors of European Motorcycles), representing the motorcycle industry in Europe has today (November 24) unveiled on November 24, 2004 its Plan for Action which aims developing an integrated European safety policy for motorcycling.**

The European motorcycle industry is undertaking initiatives in support of the European Commission's initiative to reduce road deaths by 50% by 2010. The Plan for Action has been developed from the key findings of the MAIDS Report - the Motorcycle Accident In-Depth Study. MAIDS is the most significant in-depth accident study for many years and the industry will today be formally publishing it alongside the Plan for Action. The Motorcycle industry conducted the MAIDS study with the support of the European Commission and other partners. The MAIDS research indicates that effective motorcycle safety strategies will require efforts by many different groups at many different levels.

The following actions are proposed, based upon the analysis of the MAIDS report so far:

- ACEM strongly supports the stepped licensing system as set out in the current Directive 91/439/EC as amended by Directive 2000/56/EC.
- ACEM promotes the introduction into the practical examination of skills which address hazard awareness and loss of control while executing emergency maneuvers.
- ACEM will look at ways in which the best practice in terms of awareness-raising campaigns and specific training schemes for Other Vehicle (OV) drivers can be shared. ACEM will discuss this with the European Commission, the national authorities, the car industry and other stakeholders.
- All vehicle operators should continuously be made aware of the increased risk associated with alcohol intake. ACEM will support activities and alcohol awareness campaigns developed by rider's organizations and authorities.

- ACEM has identified PTW conspicuity as an important item in the PTW safety debate and is fully committed to further improve the possibility for other road users to correctly detect Bikes on the road. The current on-going research may lead to on-vehicle improvements in the future. The longer-term Intelligent Transportation Systems (ITS) efforts will explore how to cooperate with the car and component industry, among others in the context of the e-Safety Forum initiative.
- ACEM is committed to study the MAIDS database in more depth in the near future in order to understand the PTW tampering and modification situation better in general and to understand the effect of tampering and modification on safety in particular.
- The ACEM member manufacturers commit themselves to progressively increase the number of Bikes with advanced braking systems on the market, so that by 2010 the majority of newly sold street models on the European market will have advanced braking systems, at least as an option.
- In co-operation with helmet, PTW manufacturers and the riders organizations, ACEM is ready to support public awareness and education campaigns to emphasize the importance of using helmets and helmet retention systems properly for head protection and in order to avoid helmets coming off during an accident.
- ACEM will analyze the MAIDS database in order to improve the industry's understanding of the critical criteria to be considered in airbag research.
- ACEM will monitor and enjoin the debate on e-safety initiatives closely and will verify, in due time, the potential of having such systems also on Bikes, as an aid to riders in post-crash situations.
- ACEM will study ways to bring best practice knowledge together for discussion with (local) road and traffic authorities, and will seek means of raising the awareness of road engineers to accommodate the specific requirements of PTW riders.
- ACEM envisages doing additional investigations into those MAIDS cases that involved roadside barrier collisions.

For more information: Please visit the conference web page

<http://www.acembike.org/safewheelsforcitystreets/press.htm> email [a.delhaye@acembike.org](mailto:a.delhaye@acembike.org)

### Read and Ride: Material for Training

Damon I'Alson Lessons One and Two  
We all have demons. How do you handle yours?  
Valentino Rossi Advice

**Damon I'Alson on Bike UK Magazine conduct a set of 12 lessons for competent riding and we plan to present two lessons at the time summarized in this bulletin.**

#### **LESSON ONE: POSITION.**

Bike riding, to whatever degree of speed and aggression, on any machine from a sport bike to a custom, is a physical business and your posture will have implications for all the skills... how you are sitting affects everything from moving your head - the single physical factor that makes the biggest difference to smooth riding - through throttle control to braking and turning.

**BEND ELBOWS.** This provides suspension between rider and bike, allows balanced counter-steering and it is crucial for moving the whole upper body. Locked arms result in poor throttle control and you lack the mobility to look around effectively.

**RELAX UPPER BODY AND SHOULDERS.** Loose shoulders can be dropped out of the way so you can see further through a bend. Tension leads to fatigue and poor, jerky riding.

**KEEP HIPS PUSHED FORWARDS.** This looks after your back and allows more body rotation. It also lets your stomach and back muscles work to counter acceleration and braking forces

**KEEP SHOULDERS FORWARD AND BACK ARCHED.** Slumping on the saddle will lead to backache. Sitting with your upper body hunched slightly forward means shoulders can be moved further.

**BALLS OF FEET ON PEGS.** This makes turning your body easier and helps you push forwards against acceleration forces.

**DISCOMFORT** breeds tension, so poor posture can also have some adverse psychological spin-off. Uncomfortable riders are generally distracted riders, paying less attention to their riding.

## LESSON TWO: TURNING HEADS.

Nothing will improve cornering control and confidence so much as paying attention to what you are doing with your head and upper body... To get your nose pointed in the right direction, while keeping head and eyes level in corners, it is necessary to move a shoulder out of the way and swivel the upper body. And the only way to get your shoulder out of the way is to 'drop' it down and forward, which has other beneficial spin-offs ... Dropping your shoulder to allow your head to turn fully also makes you push on the handlebar on the inside of the corner turning the motorcycle.... With your shoulder dropped and upper body slightly swiveled it's easy to keep your head level and to judge distance and dangle angle. Also weight is pushed on the inside of the corner holding the bike more upright for a given speed... At your chosen turn-in-point the faster you turn your head, the faster you'll turn the bike. The faster you are going the further ahead you need to be able to see.

NOSE Pointed where you want to go.

EYES Plan ahead

SHOULDERS Upper body relaxed with inside shoulder dropped.

ARM Relaxed, bent at elbow

FEET Ball on the peg to help the body turning

HIPS Pushed forward allows upper body to swivel

### **We all have demons. How do you handle yours? By Rupert Paul (Ride UK)**

What we really need is a new level of honesty from the people who write handbooks. You know all that Dear customer, Thank you for choosing ... many years of trouble free service... always wear protective clothing ... etc. This is what it should say:

"Thank for buying your new sport bike. There is no real justification for building this thing except that a) we can b) we quite fancied it and c) no government has stopped us yet. If you want to use the gears, engine, brakes and suspensions at the level they were designed for, we offer the following advice:

1. Doing so will bring you into ridiculous conflict with the traffic laws of any civilized country on earth and the uncivilized countries haven't got any decent roads.
2. To stand a chance of not crashing you will need to have served a ten-year apprenticeship on a variety of evil-handling-old-shite including a CX500 with knackered shocks.
3. Plus a couple of season of club racing.
4. You will experience extremes of elation, aggression and control. And that's a promise. You will also feel violent guilt, panic and remorse, especially when you get caught.
5. This is a never risk-free business, but we beg you not to ride it if you are tired, emotional, or have unresolved issues.

### **Valentino Rossi Advice**

It's important to do everything calmly. Even if it is a paradox this is the truth: the faster you go the slower your movements must be on the saddle because speed takes everything to the extreme and it automatically does all the work.

## Ride in Gear

Motorcycle performance data acquisition system  
New Iron Butt for winter  
BMW's GS series gets serious by Kevin Duke  
Motorcycle storage instructions

**[Veypor](#) is the motorcycle performance data acquisition system that will revolutionize the way you ride. With this advanced motorcycle mounted system, you can focus on riding and let Veypor accurately obtain and analyze all your performance data. Veypor provides an easy and exciting way to continually improve riding skills and get the most from any motorcycle.**



**Do not complain any more about the cold weather and the miserable hours on the saddle.** Direct from Iron (and Iron Board) Butt comes a DIY solution that everybody with a minimum of wiring and ironing experience can “pronto” adapt to any model of bikes. Be careful not to use Teflon coated irons: it makes pilots and passengers uncomfortable.

**Under the title “BMW's GS series gets serious” Kevin Duke at presents an interesting evaluation of the 2005 BMW R1200GS with serious excursion on the off-road territory.** “... A couple of years ago Editorial Poobah Ken Hutchison and myself took an interesting road trip from SoCal up to Sonoma on a BMW R1150GS and a Triumph Tiger. We both knew riders who swore by their BMW GSs but we remained skeptical of what seemed to be an awkward compromise between a street bike and a dirt bike... Well, between pounding out highway miles, scratching in the canyons, rolling down two-track and tearing up Infineon Raceway, we gained a new appreciation for what an adventure-tourer can do for its rider.” [Read on.](#)

#### **Motorcycle storage instructions by Honda Motorcycle (USA) © 2002**

**Well, it's that time of year again! Soon the snow will be falling and some of the motorcycles will be tucked away for the winter. And each spring your mechanic's phone will ring off the wall with customers who did not store the ol' bike properly and now wonder why it won't run.**

Some preparation now will ensure that you are out riding in the spring instead of waiting in the dealer's line-up.

Location - where are you going to put it? One solution may be to ask your dealer if he offers a storage program. This is ideal because he can prep, store, and have the bike ready to ride when you are ready again. If you decide to store it yourself, you will need a place that is dry and out of harm's way.

When possible choose a location away from windows. The ultraviolet light can fade paint and plastic parts. Direct sunlight can raise the ambient temperature of the storage area which will promote condensation when the sun goes down, so cover plain glass with some sort of opaque material. Also, cover your bike with a specially designed bike cover not a sheet or a tarp. Why? Because a sheet absorbs moisture and hold it against metal surfaces and then rust forms. Also, damp fabric will breed mildew and this may attack the seat material. A tarp prevents moisture from getting in but it also prevents it from getting out. Moisture trapped will condense on the bike and then the rust monster is back! A specially designed motorcycle cover is made of a mildew resistant material. The material is slightly porous, so it can breathe.

Change the Oil . Even if the oil is not due for a change, byproducts of combustion produce acids in the oil which will harm the inner metal surfaces. Warm the engine to its normal operating temperature, as warm oil drains much faster and more completely.

While you are at it, why not change the filter too? Remember to dispose of the drained oil and old filter in a responsible manner.

Add Fuel Stabilizer and Drain Carbs

Fill the tank with fresh fuel, but do not overfill. The correct level is when the fuel just touches the bottom of the filler neck. This gives enough room for the fuel to expand without overflowing the tank when temperature rises. Shut off the fuel petcock and drain the carburetors and the fuel lines. Add winterizing fuel conditioner to prevent the fuel from going stale, and help prevent moisture accumulation. Stale fuel occurs when aromatics (the lighter additives) evaporate leaving a thicker, sour smelling liquid. If left long enough, it will turn into a gum, plugging the jets and passages inside your carbs.

Lube the cylinder(s) . Because gasoline is an excellent solvent and the oil scraper ring has done its job, most of the oil from the cylinder walls have been removed since the last time the engine was run. If the cylinder wall is left unprotected for a long period of time, it will rust and cause premature piston and ring wear.

Remove the spark plugs and pour a tablespoon (5 cc) of clean engine oil into each cylinder. Be sure to switch off the fuel before you crank the engine or else you may refill the drained carbs. Also, ground the ignition leads to prevent sparks igniting any fuel residue. Turn the engine over several revolutions to spread the oil around and then reinstall the plugs. Refitting the plugs before cranking the engine could result in a hydraulic lock if too much oil was used in the cylinder.

Battery Storage . The battery must be removed from the motorcycle when it is in storage. Motorcycles often have a small current drain even when the ignition is switched off (dark current), and a discharged battery will sulphate and no longer be able to sustain a charge.

A conventional battery should be checked for electrolyte level. Add distilled water to any of the cells that are low and then charge the battery.

Battery charging should be performed at least every two weeks using a charger that has an output of 10% of the battery ampere hour rating. For example if the battery has an AH rating of 12 (e.g. 12N12A-4A-1 where the 12A is 12 amp hours), then the charge rate of that battery should not exceed 1.2 amps. A higher charge will cause the battery to overheat. Charge the battery away from open flame or sparks as the gas (hydrogen) given off a battery can be explosive. Elevate the battery and keep it from freezing. Exercise the proper caution appropriate to caustic substances.

Service all fluids . If the brake or clutch fluids haven't been changed in the last two years or 18,000 km (11,000 miles), do it now. The fluids used in these system are "hygroscopic" which means that they absorb moisture. The contaminated fluid will cause corrosion inside the systems which may give problems when the motorcycle is used next spring. Be sure to use the correct fluids and note the warnings and instructions in the service manual.

If your motorcycle is liquid cooled, the coolant requires changing every two years or 24,000 kms (15,000 miles). Make sure that the engine is cool enough to rest your hand on it before draining the system and please dispose of the coolant responsibly. Coolant/antifreeze mixed 50/50 with distilled water will ensure a clean system for the next two years or 24,000 kms (15,000 miles).

#### Final Preparation

Give your bike a good cleaning and dry the bike thoroughly. If your bike is chain driven, apply a quality chain lube. A light oil (such as WD40) into the muffler ends and drain holes. Give the painted surfaces and uncoated aluminum parts a good coat of wax polish. Check the air pressure of the tires. If the bike has a center stand use it and put a block under the engine to raise the front wheel off the ground. If your bike has no center stand, then the tire pressure should be set at the maximum load pressure to help prevent flat spotting. Do not use cleaners or vinyl polishes (like Armor-All) on the tires because they will dry the rubber compounds and cause cracking. Now you can cover the bike with the cycle cover and look forward to the first warm day of spring.

Back On the Road . Before you head out onto the highway, there are a couple of things to do. First, remove the cover and put it where you can find it again. Talking of finding things, locate the (charged) battery and reinstall it connecting the positive (+) cable (red) before the (-) negative and covering the terminals with the plastic covers. Recheck all fluid levels and turn on the fuel. Set the tire pressures back to riding specs and you are ready to fire up. As you don your riding gear, remember that you're riding skills will be a little rusty and the road surfaces will have changed a bit since the last ride, so go carefully.

### Ride the Web

#### The Slim and the Fat



### Just for Fun

#### Top Ten Reason why....

#### Top Ten Reasons Why Harley Riders Don't Wave Back

10. Afraid it will invalidate warranty.
9. Leather and studs make it too hard to raise arm.
8. Refuses to wave to anyone whose bike is already paid for.
7. Afraid to let go of handlebars because they might vibrate off.
6. Rushing wind would blow scabs off the new tattoos.
5. Angry because just took out second mortgage to pay luxury tax on new Harley.
4. Just discovered the fine print in owner's manual and realized H-D is partially owned by Honda.

3. Can't tell if other riders are waving or just reaching to cover their ears like everyone else.
2. Remembers the last time a Harley rider waved back, he impaled his hand on spiked helmet.
1. They're jealous that after spending \$30,000, they still don't own a Gold Wing.

### Top Ten Reasons Why Gold Wing Riders Don't Wave Back

10. Wasn't sure whether other rider was waving or making an obscene gesture.
9. Afraid might get frostbite if hand is removed from heated grip.
8. Has arthritis and the past 400 miles have made it difficult to raise arm.
7. Reflection from etched windshield momentarily blinded him.
6. The espresso machine just finished.
5. Was actually asleep when other rider waved.
4. Was in a three-way conference call with stockbroker and accessories dealer.
3. Was distracted by odd shaped blip on radar screen.
2. Was simultaneously adjusting the air suspension, seat height, programmable CD player, seat temperature and satellite navigation system.
1. Couldn't find the "auto wave back" button on dashboard.

### Top Ten Reasons Why Dual Sport Riders Don't Wave Back

10. Vibration of knobby tires prevented the rider from taking his hand off the bars.
9. MX style safety gear was too bright to see you wave.
8. His front fender prevents you seeing him wave back.
7. Was too busy configuring his GPS/Enduro Roll/FishFinder.
6. His rain/wind/thorn/bug/bird proof thousand-dollar jacket won't allow it.
5. Was too busy re-arranging his 500 pounds of soft-sided luggage.
4. Doesn't recognize a wave in any language other than German.
3. Too busy splitting lanes/filtering through traffic.
2. One handed wheelies are not easy.
1. On single-track trails you stop, not wave.

### Top Ten Reasons Why Sport Bike Riders Don't Wave Back

10. They have not been riding long enough to know they are supposed to.
9. If they took one hand off the bars they would break their teeth.
8. They look way too cool with both hands on the bars.
7. It's hard to put their hand in the air doing 175.
6. Their skin tight-kevlar-ballistic-nylon-goose-leather suits prevent any position other than fetal.
5. One handed stoppies are ill advised.
4. They are waving, but you can't see it behind the neon green speed screen.
3. They were slipping their flip-flop back on.
2. Raising an arm allows bugs into the armholes of their tank tops.
1. They don't know how.

## The OMM Ring of Friends

### Icycle Derby



**Andy Goldfine creator of [Aerostich](#) is an attentive reader of OMM Bulletin** and, having received the pre-invitation to the OMM Mad Run, writes: *" We have a new year day (Jan 1) ride here in the state of Minnesota, city of Minneapolis, too. It is called 'The Icycle Derby' and it is the oldest traditional*

motorcycle event of this state. I think for 35 or 45 years or more. I have done it two or three times. It is fun but very cold and snowy here on this day. Minus 10° F (about -20°c?). Brrrr..."

## Ride and Think

*"If your sole objective is to compete, then it is inevitable for you to run into some problems caused by your desire to win. Motorcycling is not only about winning, but rather it is experiencing a sense of genuine satisfaction brought by the joy of the perfect union of man and machine."*

*"Only when you are aware of how fragile and transient your time here is, can you truly and fully engage with life"* This is why meditation on death is the greatest meditation of all and wearing protective clothes is the most intelligent decision for bikers.

This Bulletin is edited by [Paolo Volpara](#) with contributions from bikers in Turkey and abroad. OMM produces a revised version of the bulletin in Turkish language. Sent to approx 2.000 riders who registered for distribution, the Bulletin is also available for download at <http://www.ommriders.com/bulletin/pdf.jpg>  
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